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# BEAT THE GERMS TO IT



PERSONNEL DIVISION

NUMBER 18

U. STATES DEPARTMENT OF AGRICULTURE

## FARM SECURITY ADMINISTRATION

## SAFETY DIGEST

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CINCINNATI, OHIO

MAY, 1943

REPORT ALL INJURIES DEPARTMENT OF AGRICULTURE

ALTHOUGH DEPARTMENT SAFETY STANDINGS ARE DETERMINED ENTIRELY BY LOST TIME INJURIES, CONSIDERATION MUST BE GIVEN THOSE ACCIDENTS THAT DO NOT RESULT IN LOSS OF TIME. FOR EVERY LOST TIME INJURY THERE IS AN AVERAGE OF FOUR NON-LOST TIME INJURIES REPORTED. IN OTHER WORDS, 80% OF ALL INJURIES REPORTED ARE NON-LOST TIME INJURIES.

QUITE COMMONLY THESE SO-CALLED MINOR INJURIES ARE THOUGHT TO HAVE LITTLE SIGNIFICANCE AND ARE NOT TREATED WITH DUE RESPECT. THEY ARE CONSIDERED OF A MINOR NATURE AND ARE NEGLECTED. MANY OF THESE COULD HAVE RESULTED IN LOST TIME OR SERIOUS INJURY. THE INJURY, WHETHER SERIOUS OR MINOR, IS THE RESULT OF AN ACCIDENT. THE DEGREE OF INJURY IS A MATTER OF CHANCE. TO CONTROL INJURIES WE MUST GIVE ALL ACCIDENTS EQUAL CONSIDERATION AND ANALYZE ALL OF THEM FOR THE LESSON THEY MAY GIVE.

THE CHOICE BETWEEN A FIRST AID INJURY AND ONE REQUIRING HOSPITALIZATION OR RESULTING IN DEATH IS NOT WITH THE INDIVIDUAL. IT IS NOT WITHIN ANYONE'S POWER TO CONTROL THE SEVERITY OF AN ACCIDENT, BUT THE CHOICE OF HAVING OR NOT HAVING AN ACCIDENT IS MOST GENERALLY HIS.

WHEN THE RESULT OF AN ACCIDENT LUCKILY IS ONLY MINOR, WE SHOULD NOT BE CONTENT TO LET IT GO AT THAT AND TAKE NO NOTE OF ITS SIGNIFICANCE. IT IS EXTREMELY IMPORTANT THAT THE CAUSE OF ACCIDENT BE DETERMINED AND STEPS TAKEN TO PREVENT A RECURRENT.

EVERY EMPLOYEE SHOULD BE IMPRESSED WITH THE IMPORTANCE OF IMMEDIATELY REPORTING ALL ACCIDENTS NO MATTER HOW TRIVIAL THEY MOMENTARILY MAY SEEM. THIS SERVES TO HIGHLIGHT HAZARDS, FOR IMMEDIATE CORRECTION AND PROVIDE COMPETENT TREATMENT. IN MANY CASES MINOR IN-

JURIES ARE NEGLECTED OR TREATMENT POSTPONED RESULTING IN SERIOUS INJURY DUE TO LATER INFECTION OR AGGRAVATION OF MINOR CUTS, BRUISES, SPRAINS, ETC.

FIRST AID SHOULD BE SECURED  
ON ALL INJURIES AND WHEN DOUBT  
EXISTS COMPETENT MEDICAL SER-  
VICES SHOULD BE PROVIDED.

REMEMBER THAT EACH OFFICIAL  
SUPERIOR IS HELD PERSONALLY  
RESPONSIBLE FOR THE REPORTING  
OF ALL ACCIDENTS TO EMPLOYEES  
UNDER HIS SUPERVISION WHO ARE  
INJURED IN LINE OF DUTY. (SEE  
FSA INSTRUCTIONS 251.1 & 252.2)

## THE SUPERVISOR'S OBLIGATION

THE SUPERVISOR IS THE MAN ON THE FIRING LINE. ACCIDENT PREVENTION IS DEPENDENT UPON HIS ACTIVE INTEREST AND RELENTLESS VIGILANCE IN CARRYING IT OUT. IT IS NOT SUFFICIENT FOR THE SUPERVISOR TO TELL HIS MEN TO "WORK SAFELY": HE MUST SHOW

\* FIRST AID SHOULD START FROM SCRATCH \* \*

THEM HOW TO DO THE JOB WITHOUT UNDUE HAZARD, ESPECIALLY WHEN A NEW MAN COMES TO HIS DEPARTMENT. HE MUST TAKE NOTHING FOR GRANTED; BUT MUST BE SURE TO TEACH HIM CORRECT PROCEDURES.

TOO OFTEN UNSAFE CONDITIONS ARE CORRECTED AFTER AN INJURY HAS OCCURRED. IT IS THE POTENTIAL HAZARD THAT THE ALERT SUPERVISOR WILL CORRECT.

EVERY ACCIDENT MAY NOT RESULT IN AN INJURY, BUT EACH ACCIDENT, EVEN THOUGH IT IS A MINOR ONE, MUST BE LOOKED INTO AND THE CAUSE CORRECTED AS CAREFULLY AS IF IT HAD CAUSED A BROKEN LEG. (CINTI. DISTRICT U.S.E.D. SAFETY BULLETIN)

#### WHY WILL HE?

"WHY WILL AN EMPLOYEE CONTINUE TO VIOLATE A SAFETY RULE OR TO TAKE CHANCES ON HAVING AN ACCIDENT?

ISN'T IT BECAUSE HE HAS FOUND FROM PAST EXPERIENCE THAT HE CAN DO THESE THINGS WITHOUT CORRECTION FROM HIS SUPERVISOR?

THE SUPERVISOR IS THE ONLY MAN ON THE JOB WHO HAS THE AUTHORITY TO INSIST UPON EVERYONE USING RECOGNIZED SAFE PRACTICES. SO HE, IN THE MAJORITY OF CASES, IS RESPONSIBLE WHEN HIS MEN DO THEIR WORK IN SUCH A MANNER AS TO CAUSE AN ACCIDENT.

(INDUSTRIAL SUPERVISOR)

#### KEEP THE SAFETY HABIT

IN DOING ROUTINE WORK FROM DAY TO DAY, A PERSON DRIFTS

INTO THE HABIT OF DOING A THING IN A CARELESS AND CHANCE-TAKING WAY. BAD PRACTICES INEVITABLY LEAD TO MORE OR LESS SERIOUS CONSEQUENCES.

SATISFY YOURSELF THAT THERE IS NO PROBABILITY OF INJURY IN THE ACT YOU ARE ABOUT TO PERFORM BEFORE YOU PERFORM IT—NOT AFTERWARDS.

(EXCHANGE)

#### SCHOOL'S OUT!

BY THE END OF MAY, OR EARLY JUNE, SCHOOLS WILL CLOSE FOR THE SUMMER THROUGHOUT THE NATION—SPILLING MILLIONS OF CHILDREN ONTO THE STREETS AND PLAYGROUNDS FOR THREE MONTHS.

IT'S AN OLD STORY TO EVERY ONE OF US, BUT THESE CHILDREN—ON BICYCLES, ROLLER SKATES, PLAYING BALL IN THE STREETS—MAKE THE JOB OF SAFE DRIVING EVEN MORE DIFFICULT THROUGH THE VACATION PERIOD.

MORE AND MORE SCHOOLS ARE DRILLING SAFETY INTO THEIR PUPILS DURING THE SCHOOL YEAR, BUT WE DRIVERS STILL HAVE TO DO SOME OF THE THINKING FOR THESE YOUNGSTERS IN CONNECTION WITH TRAFFIC SAFETY, BY ANTICIPATING WHAT THE CHILDREN ON THE NEXT STREET CORNER MIGHT DO JUST AS WE GET THERE, AND BY PRODDING OURSELVES TO KEEP DOUBLY ALERT FOR CHILDREN EVERYWHERE.

EVEN THIS MONTH WILL BRING MORE CHILDREN OUTDOORS AFTER SCHOOL. LET'S BE READY TO DO OUR SHARE TO HELP THE KIDS HAVE A HAPPY VACATION.

(SAFE DRIVER)

#### ODD ACCIDENTS

ACCIDENTS ARE NOT FUNNY—but often the circumstances surrounding the mishaps have a HUMOROUS TWIST. HERE ARE SOME FROM THE FILES OF THE TRAVELERS INSURANCE COMPANY.

IT BECAME SO WARM ONE DAY IN LOS ANGELES THAT A STENOGRAFER GOT HERSELF A CAKE OF DRY ICE AND SAT ON IT. SHE COVERED THE CAKE WITH NEWSPAPERS BUT PUT TOO MUCH FAITH IN THE POWER OF THE PRESS!

A FLORIST FROM MODESTO, CAL., WHILE VISITING IN SAN FRANCISCO, WAS INSPECTING THE NEW BAY BRIDGE, THEN UNDER CONSTRUCTION. HE SAW A DOOR WHICH PIQUED HIS CURIOSITY. HE OPENED IT AND STEPPED INTO SAN FRANCISCO BAY, STOPPING FOR A BRIEF AND BRUISING INSTANT ON THE EDGE OF A CONCRETE PARAPET.

A SCIENCE PROFESSOR BECAME SO EXCITED WHILE CHASING A BURGLAR OUT OF HIS HOME AT CAMBRIDGE THAT HE FORGOT ALL THE LAWS OF PHYSICS. HE LEAPED OUT A SECOND-STORY WINDOW, WITH RESULTS UNFAVORABLE TO HIMSELF, BUT FAVORABLE TO THE FUGITIVE.

A WEST VIRGINIA BROKER WAS ADMIRING A PAINTING IN AN ART GALLERY AT COLUMBUS. AN UNKNOWN PERSON STANDING BEFORE THE SAME PICTURE RESENTED THE BROKER'S APPRAISAL AND SOCKED HIM IN THE JAW, BREAKING OFF A FRONT TOOTH.

A PENNSYLVANIA HOUSEWIFE WROTE THAT SHE "WAS BITTEN BY A DOG NEAR THE ABOVE ADDRESS". THE ADDRESS CITED WAS PETTICOAT LANE.

\* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \*  
\* SOME FOLKS SAY SAFETY SLOWS THEM DOWN. \*  
\* WELL, WHAT DOES A FUNERAL DO TO YOUR SPEED? \*  
\* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \*

AND ANOTHER HOUSEWIFE AT GREENWICH, MICH., WOUNDED BY A NEEDLE, WROTE ABOUT HER EXPERIENCE IN THESE WORDS: "I SAT ON MY FANCY WORK."

(TRAVELERS STANDARD)

#### THE HUMAN MACHINE

ENGINEERS ARE PRONE TO TALK OF THE EFFICIENCY OF MODERN MACHINES. BUT NO MACHINE HAS EVER BEEN CONSTRUCTED THAT IS SO EFFICIENT AS MAN HIMSELF. WHERE CAN WE FIND A PUMP AS PERFECT AS THE HUMAN HEART? IF THE BOSS TREATS IT RIGHT IT STAYS ON THE JOB MORE THAN 600,000 HOURS, MAKING 4,320 STROKES AND PUMPING 15 GALLONS AN HOUR. WE HAVE NO TELEGRAPHIC MECHANISM EQUAL TO OUR NERVOUS SYSTEM; NO RADIO AS EFFICIENT AS THE VOICE AND THE EAR; NO CAMERA AS PERFECT AS THE HUMAN EYE; NO VENTILATING PLANT AS WONDERFUL AS THE NOSE, LUNGS, AND SKIN; AND NO ELECTRICAL SWITCHBOARD CAN COMPARE WITH THE SPINAL CORD. ISN'T SUCH A MARVELOUS MECHANISM WORTHY OF THE HIGHEST RESPECT AND THE BEST OF CARE?

(READERS DIGEST)

#### ISN'T IT SO?

MARK TWAIN ONCE SAID THAT WHEN HE WAS A BOY OF 14, HIS FATHER WAS SO IGNORANT THAT HE COULD HARDLY STAND TO HAVE THE OLD MAN AROUND.

BUT WHEN MARK REACHED 21 HE WAS ASTONISHED AT HOW MUCH THE OLD MAN HAD LEARNED IN SEVEN YEARS.

THAT'S LIKE THE YOUNG CARELESS WORKER. HE THINKS THAT SAFETY RULES ARE THE BUNK!

SOMETHING TO LAUGH AT, IGNORE AND DISOBEY!

THEN AFTER A FEW UNPLEASANT EXPERIENCES VIA THE ACCIDENT ROUTE, HE FINALLY DISCOVERS THAT OLD MAN CAREFULNESS ISN'T SO DUMB AFTER ALL, AND THAT TO OBSERVE SAFETY PRACTICES ISN'T BEING A SISSEY.

REALLY, IT'S SMART TO BE SAFE! AND SAFE TO BE SMART-- WHERE SAFETY IS CONCERNED.

(SAFETY BEACON)

#### SPRING THE SEASON OF PRECAUTION

IN THE SPRING A YOUNG MAN'S FANCY LIGHTLY TURNS TO DREAMS OF LOVE, BUT THE MORE EXPERIENCED WHO HAVE WEATHERED MANY SPRINGS RECOGNIZE IT AS THE SEASON OF HANDKERCHIEFS AND RAINCOATS.

YES, THE COMMON COLD IS PREVALENT AT THIS TIME OF YEAR, AND EVERY PRECAUTION MUST BE TAKEN TO AVOID BEING A VICTIM. THIS DISEASE IS THE MOST COMMON TO OUR PEOPLE AND ONE TO WHICH ALL CITIZENS ARE SUBJECT; IT IS ALSO A DISEASE THAT MEDICAL SCIENCE HAS SHOWN LITTLE PROGRESS IN CHECKING.

THE PRECAUTIONS TO BE TAKEN ARE SIMPLE. AVOID GETTING WET, ESPECIALLY THE FEET; CHANGE TO DRY CLOTHING IMMEDIATELY IF YOU ARE UNFORTUNATE ENOUGH TO BE CAUGHT IN THE RAIN. STAY AWAY FROM CROWDED PLACES AS THE GERMS OF THE COMMON COLD FLOAT IN THE AIR. WEAR WARM CLOTHING AT ALL TIMES AND WATERPROOF CLOTHING IF COMPELLED TO WORK IN THE WET. AVOID DRAUGHTS WHEN PERSPIRING.

BE CAREFUL NOT TO BECOME INFECTED, BUT IF YOU DO, USE EXTRA CARE NOT TO INFECT YOUR COLD ON OTHERS. IF POSSIBLE, USE PAPER CLEANSING TISSUES AS HANDKERCHIEFS AND BURN THEM AS THEY ARE USED.

(THE LIFELINE)

#### NUMBER, COST AND CAUSE FEDERAL EMPLOYEE ACCIDENTS CALENDAR YEAR 1942

EXECUTIVE DEPARTMENTS AND INDEPENDENT ESTABLISHMENTS OF THE GOVERNMENT REPORTED TO THE U. S. EMPLOYEE'S COMPENSATION COMMISSION A TOTAL OF 131,881 INJURIES DURING 1942. NONFATAL INJURIES NUMBERED 121,246 AND FATAL INJURIES NUMBERED 635. THIS REPRESENTS AN INCREASE OF 51,167 NONFATAL AND AN INCREASE OF 50 FATAL INJURIES COMPARED WITH THE NUMBER REPORTED IN 1941.

DISBURSEMENTS MADE BY THE COMMISSION DURING 1942 TOTALLED \$ 6,330,744, COMPARED WITH \$ 5,123,330, EXPENDED DURING 1941. THIS REPRESENTS AN INCREASE OF \$1,207,414 IN EXPENDITURES FOR COMPENSATION BENEFITS DURING 1942.

APPROXIMATELY 64 PER CENT OF THE NONFATAL INJURIES REPORTED DURING 1942 WERE DUE TO FIVE MAIN CAUSES OF INJURIES. HANDLING OBJECTS CAUSED 23.9 PER CENT, OR NEARLY ONE-FOURTH OF THE TOTAL; FALLS OF PERSONS WERE RESPONSIBLE FOR 12.5 PER CENT; STRIKING AND SWINGING OBJECTS 9.4 PER CENT; AND FALLING OBJECTS 8.0 PER CENT.

OF THE 635 FATAL INJURIES REPORTED 101 WERE CAUSED BY VEHICLES, 98 WERE FALLS OF PERSONS, AND 78 WERE AIRCRAFT

\* \* \* \* \* \* \* \* \* \* \* \* \* \* \*  
\* BE CAREFUL! REMEMBER THERE ARE \*  
\* NO SPARE PARTS FOR THE HUMAN BODY\*  
\* \* \* \* \* \* \* \* \* \* \* \* \* \* \*

FATALITIES.

(U.S.C.C. SAFETY BULLETIN)

#### DEFINITIONS

SALT: SALT IS THE STUFF WE PUT IN 'TATERS THAT MAKES 'EM TASTE NASTY WHEN IT AIN'T IN 'EM.

SAFETY: SAFETY IS THE STUFF WE PUT ON THE JOE THAT GIVES US HEADACHES WHEN WE DON'T HAVE IT.

THE ALMOST EXACT PARALLEL BETWEEN THOSE TWO DEFINITIONS IS CRYSTAL CLEAR IF YOU'LL THINK IT THROUGH IN TERMS OF YOUR JOE.

SAFETY ON THE JOE IS THE SEASONING THAT MAKES IT POSSIBLE TO WORK WITHOUT WORRY OVER BREAKDOWNS, INJURY AND DAMAGE TO MATERIALS.

AND SAFETY ON THE JOE ISN'T SOMETHING YOU BUY OR ORDER FROM THE STOCKROOM. THE INDIVIDUAL SPRINKLES HIS OWN JOE WITH SAFETY BY WORKING CAREFULLY, REFUSING TO TAKE CHANCES, AND BY KEEPING HIS TOOLS, MACHINE AND OTHER EQUIPMENT IN GOOD REPAIR.

REMEMBER -- SAFETY CAN BE A MATTER OF YOUR LIFE, YOUR HEALTH, YOUR LIME, YOUR PAY ENVELOPE, AND YOUR FAMILY'S WELFARE. MAKE SURE THAT YOUR JOE IS SAFE-FIRST, LAST AND ALWAYS.

(SAFE WORKER)

#### LOCK THE STABLE DOOR - BEFORE!

"I'VE BEEN AFRAID OF THAT."  
"I'VE BEEN LOOKING FOR SOMETHING OF THAT KIND."

SELDOM IS THERE AN ACCIDENT

OF ANY KIND IN INDUSTRY (OR ELSEWHERE) WHEN, AFTER IT IS OVER, THE BYSTANDERS DO NOT TALK IT OVER AMONG THEMSELVES AND EXPRESSIONS LIKE THE FOREGOING ARE COMMON. THE SAD THING IS THAT THESE MEN HAVE WAITED TO BECOME "SECOND GUESSERS" INSTEAD OF DOING SOMETHING ABOUT IT, AND AS A CONSEQUENCE ONE OF THEIR COMRADES IS INJURED. JUST A WORD SPOKEN TO THE EMPLOYEE, TO THE FOREMAN OR TO THE SAFETY DEPARTMENT MIGHT HAVE SAVED AN INJURY; SLIGHT, SEVERE OR EVEN FATAL.

IS IT GOING TOO FAR TO SAY THAT THE MAN WHO OBSERVED THAT DANGER DAY AFTER DAY...THE MAN WHO LATER SAID, "I WAS AFRAID OF THAT"...BUT WHO DID NOTHING ABOUT IT...IS TO A CERTAIN DEGREE MORALLY GUILTY OF THE ACCIDENT HIMSELF?

THE FIGHT FOR SAFETY IN INDUSTRY IS NOT SO MUCH A FIGHT AGAINST MACHINES OR AGAINST CONDITIONS. THE REAL BATTLE IS ONE FOR COOPERATION. COOPERATION IS A VAGUE WORD, SO LET'S PUT IT MORE BLUNTLY. THE BIG JOB IN ELIMINATING HAZARDS IS TO CREATE A FEELING BETWEEN EMPLOYEE, AND BETWEEN EMPLOYEES AND SUPERVISORS, THAT WILL LEAD TO COMPLETE FREEDOM OF DISCUSSION OF ALL HAZARDS THAT ARE OBSERVED.

(CHRYSLER MOTORS MAGAZINE)

#### OF NICE AND MEN

HE BRUSHED HIS TEETH TWICE A DAY WITH A NATIONALLY ADVERTISED TOOTHERUSH.

THE DOCTOR EXAMINED HIM TWICE A YEAR.

HE SLEPT WITH THE WINDOWS

OPEN.

HE STUCK TO A DIET WITH PLENTY OF FRESH VEGETABLES.

HE GOLFED, BUT NEVER MORE THAN 18 HOLES.

HE NEVER SMOKED, DRANK OR LOST HIS TEMPER.

HE GOT AT LEAST EIGHT HOURS SLEEP EACH NIGHT.

THE FUNERAL WILL BE HELD WEDNESDAY. HE IS SURVIVED BY 18 SPECIALISTS, FOUR HEALTH INSTITUTES, SIX GYMNASIUMS, AND NUMEROUS MANUFACTURERS OF HEALTH FOODS AND ANTISEPTICS.

HE FORGOT ABOUT TRAINS AT GRADE CROSSINGS!

(SAFETY BEACON)

#### SMART ENGINEER

A SAFETY ENGINEER HAD COMPLETED HIS SURVEY OF A CERTAIN PLANT AND STEPPED INTO THE MANAGER'S OFFICE TO DISCUSS 86 SAFETY RECOMMENDATIONS WHICH WERE TO APPEAR IN HIS REPORT. "WHAT'S THIS?" THE MANAGER ASKED. AND HE PROCEEDED TO ARGUE AGAINST THEM. IN DESPERATION THE ENGINEER OFFERED TO "TRADE". HE AGREED TO CUT OUT 85 OF THE SUGGESTIONS IF THE MANAGER WOULD AGREE TO LET HIM PICK OUT JUST ONE RECOMMENDATION ON THE LIST. AT LENGTH, AFTER SOME ARGUMENT, THE LATTER AGREED, STATING THAT HE WOULD SEE THAT THE ONE RULE WAS HONESTLY ENFORCED. THE RECOMMENDATION WAS: "FOREMEN ARE EXPECTED TO DETECT AND CORRECT UNSAFE ACTS AND UNSAFE CONDITIONS WHICH, IF ALLOWED TO EXIST IN THEIR DEPARTMENTS, WILL CAUSE INJURY TO EMPLOYEES OR DAMAGE TO PROPERTY".

(SAFETY ENGINEERING)

\* \* \* \* \* \* \* \* \* \* \* \* \* \* \*  
\* ITS TOO LATE TO CHECK UP \*  
\* AFTER THE ACCIDENT HAPPENS \*  
\* \* \* \* \* \* \* \* \* \* \* \* \* \* \*